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COMPETITIVE TRIALS WITH PULLING LIFE=BOATS.

THE ROYAL NATIONAL LIFE=BOAT INSTITUTION carried out at Lowestoft in 1892 a series of competitive trials and tests with sailing Life-boats the details of which were subsequently published. The trials with the various types of pulling Life-boats were deferred until this year, and have now been carried out at Montrose, which place, although situated a long way from London, was selected as possessing the most suitable beach in the United Kingdom for many of the tests, and because it was believed that the necessary weather for the trials would be more likely to be experienced in a short period at Montrose than elsewhere, thereby conducing to economy.

The competitive trials with pulling Life-boats were carried out under the following conditions and regulations which were specially drawn up by the Committee for the purpose:—

1. All competitors must undertake to bear every expense, including the providing of crews, tugs and launchers, connected with the trials of their own boats, and they must give notice to the Secretary of the Life-Boat Institution in writing of their intention to compete on or before the 30th November, 1892, and sign the required undertaking.

2. The competitions shall be carried out at Montrose, Scotland, under the superintendence of a Committee consisting of five persons to be named by the Royal National Life-Boat Institution for the purpose, and all competitors must comply with the rules and regulations laid down for the competitions, as well as with any instructions they may receive from the supervising Committee; and all outside competitors must undertake that their coxswains and crews shall strictly comply with these instructions. Any boat not at Montrose, on or before the 15th January, 1893, and ready for the trials, will be disqualified.

3. The competing boats to be those, the principal motive power of which is their oars, their sails being only auxiliary. Competing boats must come within the following dimensions:—

Length—34 to 38 feet.

Beam—7½ to 10 feet, not including outside wales or fenders.

Depth, from inside of skin to level of gunwale amidships—3 to 4 feet 6 inches.

Extreme draught of water, with drop keels or centre boards up, not to exceed 2 feet 6 inches; and load displacement to be from 5 to 8 tons inclusive.

4. The qualities necessary to constitute an efficient Life-boat are:—

a. Power to reach a wreck or vessel in distress in bad weather and heavy seas, both regular and broken.

b. Capability for getting alongside a wreck in heavy breakers and lying there, or near enough, to take off the people on board; general handiness for working the boat, in laying her alongside a wreck or in the required position.

c. General stability under canvas and the power of resistance to the capsizing force of a sea, in any position, whether afloat or aground.

- d. Suitability for launching from and returning to an open beach in a surf.
 e. Protection to the boat's crew against being washed out of the boat by seas breaking on board when on service.
 f. Suitability for land transport on and launching from a carriage
5. The boats will be put to the following tests to enable the Judges to determine the degree in which they possess the qualities already enumerated :—
- a. Launching from an open beach through a surf and pulling off through breakers to a prescribed mark.
 - b. Running in a heavy sea, abeam, quarterly and right aft; landing on an open beach; hauling up and preparing for service again.
 - c. Anchoring in heavy breakers as though to veer down to a wreck.
 - d. Towing by a powerful tug in bad weather.
 - e. Capacity for carrying rescued people.
6. All the boats to be tried at the same place and as nearly as possible at the same time, so as to ensure their all being exposed to the same force of sea and weather for the comparison of their qualities. Owing to the number of boats competing they will be launched in detachments, but as quickly as possible after one another; not more than three boats in one detachment.
7. The Umpires or Judges of the trials to be taken from the coxswains of the Institution's Life-Boats, so selected as to include, as far as possible, those having experience in the different types of boats. Their number to be governed by the number of boats under trial, so as to give one for each boat.
- Each test to be repeated as many times as there are boats under trial; the Judges to change boats each time so as to give all of them the opportunity of seeing each boat at work. The Supervising Committee will, however, make any alteration in this regulation that they may deem fit.
8. The Judge shall not interfere with the Coxswain and crew in the management of the boat, but shall concentrate his attention on her behaviour.
9. No one excepting the coxswains, crews and judges to go in the boats when engaged in the trials.
10. At the end of every trial each Judge to record his opinions on the result on a form to be supplied to him for so doing. This he will put into a closed cover and deposit it, in the presence of one of the Supervising Committee, in the box provided for that purpose.
11. These reports to be strictly confidential, and the Judges are not to make known their contents. As soon as the trials are all concluded, the box containing the reports to be transmitted to the Head Office in London, to be opened under the directions of the Committee.
12. If a Judge consider a trial to have given no results, or from any cause not to have been sufficiently conclusive to enable him to report on it, he shall at once report this to the Supervising Committee, who will decide whether the trial should be repeated, first, if they deem it necessary, consulting the other Judges.
13. If the Supervising Committee are of opinion that for any reason it is desirable a trial should be repeated, they shall call for the opinions of the Coxswain Judges, and, having considered them, act as they may deem expedient.

Notwithstanding the trials were advertised all over the country no outside competitor came forward.

The boats which the Institution selected to take part in the trials were seven in number, viz. :—

1. **THE CROMER TYPE.**—This is a non-self-righting Life-boat resembling in a measure what was formerly known as the North Country Life-boat, but fitted with a deck, freeing valves, side air-cases and water-ballast tanks like the self-righting boats.

2. **NORFOLK AND SUFFOLK TYPE.**—This is also a non-self-righting Life-boat, after the design so long used on parts of the Norfolk and Suffolk coast, but now fitted with a water-tight deck throughout, confined water ballast and freeing valves.

3. **THE SELF-RIGHTING TYPE, "A."**—This is the type of Life-boat now in such general use round the coasts of the United Kingdom. She is a decked boat with freeing valves and water ballast confined in tanks, is fitted with two metal drop keels, and large air cases at each end.

4. **THE SELF-RIGHTING TYPE, "B."**—This boat is similar to boat "A," excepting that she is four feet shorter, and is fitted with only one metal drop keel.

5. **THE SELF-RIGHTING TYPE, "C."**—This boat is the same as boat "B," excepting that she has six inches less beam, draws two inches less water, and has no drop keel.

6. **THE SOUTHPORT TYPE.**—This is a non-self-righting boat, fitted with a deck, side air-cases, freeing valves, a wooden drop keel, and two small air-cases at each end.

7. **THE TUBULAR TYPE.**—This form of Life-boat was originally designed and brought out about thirty-five years ago by two Welsh gentlemen, father and son, MESSRS. H. and H. T. RICHARDSON. She is altogether different in principle from any other boat, and consists of two long tubes running parallel to each other a few feet apart. They are closed at the ends, and connected by a deck, thus leaving underneath an arched hollow space from three to four feet wide. This boat is not self-righting, but is fitted with freeing valves in her deck and with four small wooden drop keels.

The seven competing boats were all at Montrose in readiness for the trials on the 20th January, 1893, and before the tests began there were preliminary launches for purposes of exercise, in order to give the crews a knowledge of their boats, also to test the launching and hauling-up arrangements, including the organisation and discipline of the launchers.

The trials took place whenever suitable weather prevailed, and were finally concluded on the 27th March, and the Supervising Committee broke up three days later.

The Committee consisted of the following gentlemen :—

Captain CAMPBELL, Anchor Line.

Baillie MEARNS, of Aberdeen.

Captain A. W. STIFFE, I.M.

Captain the Hon. H. W. CHETWYND, R.N., Chief Inspector of Life-boats to the Institution.

KEPPEL H. FOOTE, Esq., late Lieut. R.N., Inspector of the Northern District.

The following is a list of the Coxswain Judges, viz. :—

Mr. R. GILPIN	..	..	..	1st Coxswain, Teignmouth.
" J. HAYNES	..	..	..	" " Port Isaac.
" M. KYLE	..	..	..	" " Holy Island.
" F. MOORE	..	..	..	" " Southend, Essex.
" J. OWSTON	..	..	..	" " Scarborough.
" R. ROBERTS	..	..	..	" " Penmon.
" T. SMALLEY	..	..	..	" " Skegness.
" P. STEPHENSON	..	..	..	" " Boulmer.

Life-boats competing :—

		Length.	Breadth.	Weight.
		ft. in.	ft. in.	tons cwt. qr. lb.
Cromer Type	.. ..	35 3	10 3	4 3 - 19
Norfolk and Suffolk Type	.. ..	32 -	10 -	2 16 - 7
Self-righting	do. "A" ..	38 -	8 -	4 14 2 -
Do.	do. "B" ..	34 -	8 -	4 - - -
Do.	do. "C" ..	34 -	7 6	3 9 3 7
Southport	do. ..	38 -	9 4	4 11 1 26
Tubular	do. ..	35 6	10 -	5 3 3 -

Abstracts of the Reports of the Coxswain Judges as to the comparative merits of the Pulling Life-Boats which competed in the Trials at Montrose, January—March, 1893.

TYPE OF BOAT—CROMER.

QUESTIONS.	ANSWERS.						
	Coxswain HAYNES.	Coxswain KYLE.	Coxswains MOORE and GILPIN.	Coxswain OWSTON.	Coxswain ROBERTS.	Coxswain SMALLEY.	Coxswain STEPHENSON.
1. Fitness for launching from an open beach into a surf?	Good	Very good	Good	Moderate	Good	Good	Very good
2. Power for pulling to windward?	Good	Moderate	Good	Bad	Moderate	Fair	Good
3. Behaviour passing through heavy breakers, and anchoring in them as though to veer down to a wreck?	—	Very good	—	Good	Very good	Very good	Very good
4. Behaviour running in a heavy sea with the wind abeam?	—	Very good	Good	—	Very good	—	—
5. Behaviour running in a heavy sea with the wind on the quarter?	—	—	Good	—	Good	—	Good
6. Behaviour running in a heavy sea with wind right aft?	—	—	Good	—	—	Very good	—
7. Behaviour when being towed?	Good	Very good	Very good	—	Very good	Very good	Very good

ABSTRACT OF REPORTS (CROMER)—*continued.*

QUESTIONS.	ANSWERS.						
	Coxswain HAYNES.	Coxswain KYLE.	Coxswains MOORE and GILPIN.	Coxswain OWSTON.	Coxswain ROBERTS.	Coxswain SMALLEY.	Coxswain STEPHEN- SON.
8. Fitness for landing in a surf on an open beach, hauling up, and preparing for service again?	Good	Good	Good	Good	Very good	Very good	—
9. Capacity for carrying rescued people?	Good	Very good	Good	—	Very good	Good	Good
10. Stability under oars, and power to resist the capsizing blow of a sea when afloat?	Good	Very good	Good	Good	Good	Very good	Very good
11. Stability under canvas, and power to resist the capsizing blow of a sea when afloat?	Good	Good	—	Moderate	Good	—	—
12. Power to resist the capsizing force of a sea when aground?	Good	Good	Good	Moderate	Good	Very good	—
13. Amount of protection against the crew and passengers being washed out of the boat when out on service?	Good	Very good	Good	Very good	Moderate	Very good	—
14. Power for beating to windward?	—	—	—	Bad	—	Bad	—

ABSTRACT.

Very Good	...	...	...	...	...	...	...	...	25
Good	...	...	...	...	...	...	...	...	35
Fair	...	...	...	...	...	...	...	...	1
Moderate	..	...	...	...	...	...	...	...	6
Indifferent	...	...	...	...	..	...	...	...	—
Bad]	...	...	...	...	..	...	...	...	3

ABSTRACT OF REPORTS—*continued.*

TYPE OF BOAT—NORFOLK AND SUFFOLK.

QUESTIONS.	ANSWERS.						
	Coxswain HAYNES.	Coxswain KYLE.	Coxswain MOORE.	Coxswain OWSTON.	Coxswain ROBERTS.	Coxswain SMALLEY.	Coxswain STEPHEN- SON.
1. Fitness for launching from an open beach into a surf?	Good	Very good	Very good	Good	Very good	Good	Very good
2. Power for pulling to windward?	Good	Good	Very good	Good	Good	Very good	Very good
3. Behaviour passing through heavy breakers, and anchoring in them as though to veer down to a wreck?	Good	Good	—	—	Fair	Good	Very good
4. Behaviour running in a heavy sea with the wind abeam?	Good	Good	—	Good	—	—	Very good
5. Behaviour running in a heavy sea with the wind on the quarter?	Good	—	—	Good	Good	Very good	Very good
6. Behaviour running in a heavy sea with wind right aft?	Good	—	—	Good	Good	—	Very good
7. Behaviour when being towed?	Fair	Fair	Good	Fair	Very good	Good	Good
8. Fitness for landing in a surf on an open beach, hauling up and preparing for service again?	Good	Very good	Very good	Very good	Very good	Good	Very good
9. Capacity for carrying rescued people?	Fair	Good	Very good	Good	Fair	Very good	Good

ABSTRACT OF REPORTS—*continued.*

TYPE OF BOAT—SELF-RIGHTING "A."

QUESTIONS.	ANSWERS.						
	Coxswain HAYNES.	Coxswain KYLE.	Coxswain MOORE.	Coxswain OWSTON.	Coxswain ROBERTS.	Coxswain SMALLEY.	Coxswain STEPHEN- SON.
1. Fitness for launching from an open beach into a surf?	Very good	In-different	Good	Very good	Very good	Very good	Very good
2. Power for pulling to windward?	Very good	Very good	Very good	Very good	Very good	Very good	Very good
3. Behaviour passing through heavy breakers, and anchoring in them as though to veer down to a wreck?	—	Very good	Good	Very good	Very good	Very good	Very good
4. Behaviour running in a heavy sea with the wind abeam?	Good	—	Good	Very good	—	—	Very good
5. Behaviour running in a heavy sea with the wind on the quarter?	Good	—	Good	Very good	—	—	—
6. Behaviour running in a heavy sea with wind right aft?	Very good	—	Good	Very good	—	—	Very good
7. Behaviour when being towed?	Very good	Very good	Very good	Very good	Very good	Very good	Very good
8. Fitness for landing in a surf on an open beach, hauling up and preparing for service again?	Very good	—	Very good	Good	Good	Very good	Very good
9. Capacity for carrying rescued people?	Very good	Good	Very good	Very good	Good	Very good	Very good

ABSTRACT OF REPORTS (SELF-RIGHTING "A")—*continued.*

QUESTIONS.	ANSWERS.						
	Coxswain HAYNES.	Coxswain KYLE.	Coxswain MOORE.	Coxswain OWSTON.	Coxswain ROBERTS.	Coxswain SMALLEY.	Coxswain STEPHEN- SON.
10. Stability under oars, and power to resist the capsizing blow of a sea when afloat?	Very good	Good	Very good	Very good	Good	Good	—
11. Stability under canvas, and power to resist the capsizing blow of a sea when afloat?	—	—	In-different	Good	—	Very good	Very good
12. Power to resist the capsizing force of a sea when aground?	Very good	Good	Good	Very good	Good	Good	—
13. Amount of protection against the crew and passengers being washed out of the boat when out on service?	Very good	Very good	Very good	Very good	Good	Very good	—
14. Power for beating to windward?	Very good	—	Very good	—	—	—	—

ABSTRACT.

Very good	...	...	...	...	...	...	...	...	53
Good	...	...	...	...	...	...	...	...	20
Fair	...	...	...	...	...	...	...	...	—
Moderate	...	...	...	...	...	...	...	...	—
Indifferent	...	...	...	...	...	...	...	...	2
Bad	...	...	...	...	...	...	...	...	—

ABSTRACT OF REPORTS—*continued.*

TYPE OF BOAT—SELF-RIGHTING "B."

QUESTIONS.	ANSWERS.						
	Coxswain HAYNES.	Coxswain KYLE.	Coxswain MOORE.	Coxswain OWSTON.	Coxswain ROBERTS.	Coxswain SMALLEY.	Coxswain STEPHEN- SON.
1. Fitness for launching from an open beach into a surf?	Very good	Very good	Very good	Very good	—	Good	Bad
2. Power for pulling to windward?	Very good	Very good	Very good	Very good	—	Good	—
3. Behaviour passing through heavy breakers, and anchoring in them as though to veer down to a wreck?	—	Very good	—	Very good	—	—	Very good
4. Behaviour running in a heavy sea with the wind abeam?	Good	—	—	Good	—	—	Very good
5. Behaviour running in a heavy sea with the wind on the quarter?	Good	—	—	—	—	—	Very good
6. Behaviour running in a heavy sea with wind right aft?	—	—	—	—	—	—	Very good
7. Behaviour when being towed?	Very good	Very good	Very good	Good	Good	Very good	Very good
8. Fitness for landing in a surf on an open beach, hauling up, and preparing for service again?	Very good	Very good	—	Very good	—	—	Very good
9. Capacity for carrying rescued people?	Good	Very good	Very good	Fair	Very good	Very good	Good

ABSTRACT OF REPORTS (SELF-RIGHTING "B")—*continued.*

QUESTIONS.	ANSWERS.						
	Coxswain HAYNES.	Coxswain KYLE.	Coxswain MOORE.	Coxswain OWSTON.	Coxswain ROBERTS.	Coxswain SMALLEY.	Coxswain STEPHEN- SON.
10. Stability under oars, and power to resist the capsizing blow of a sea when afloat?	Very good	Good	Very good	Good	—	—	—
11. Stability under canvas, and power to resist the capsizing blow of a sea when afloat?	Good	—	—	Good	—	—	—
12. Power to resist the capsizing force of a sea when aground?	Good	Good	—	Fair	—	—	—
13. Amount of protection against the crew and passengers being washed out of the boat when out on service?	Very good	—	Good	Fair	—	Very good	—
14. Power for beating to windward?	—	—	—	—	—	—	Very good

ABSTRACT.

Very Good	...	...	...	...	...	...	...	...	32
Good	...	...	...	...	...	...	...	...	16
Fair	...	...	...	...	...	...	...	...	3
Moderate	...	...	...	...	...	...	...	...	—
Indifferent	...	...	...	...	...	...	...	...	—
Bad	...	...	...	...	...	...	...	...	1

Reports of Coxswain ROBERTS imperfect.

ABSTRACT OF REPORTS—*continued.*

TYPE OF BOAT—SELF-RIGHTING "C."

QUESTIONS.	ANSWERS.						
	Coxswain HAYNES.	Coxswain KYLE.	Coxswains MOORE and GILPIN.	Coxswain OWSTON.	*Coxswain ROBERTS.	Coxswain SMALLEY.	Coxswain STEPHEN- SON.
1. Fitness for launching from an open beach into a surf?	Very good	Fair	Very good	—	—	Good	Very good
2. Power for pulling to windward?	Good	Very good	Very good	Good	—	Very good	Very good
3. Behaviour passing through heavy breakers, and anchoring in them as though to veer down to a wreck?	Very good	Very good	Very good	Very good	—	Very good	Very good
4. Behaviour running in a heavy sea with the wind abeam?	Good	—	Good	Good	—	—	Very good
5. Behaviour running in a heavy sea with the wind on the quarter?	Very good	—	Good	Good	—	—	Very good
6. Behaviour running in a heavy sea with wind right aft?	Very good	—	Good	Good	—	—	Very good
7. Behaviour when being towed?	Very good	Very good	Very good	Fair	Good	Very good	Very good
8. Fitness for landing in a surf on an open beach, hauling up and preparing for service again?	Very good	Very good	Very good	Very good	—	Very good	Very good
9. Capacity for carrying rescued people?	Good	Fair	Fair	Bad	Fair	Good	Good

* Returns of Coxswain Roberts imperfect.

ABSTRACT OF REPORTS—*continued.*

TYPE OF BOAT—SOUTHPORT.

QUESTIONS.	ANSWERS.						
	Coxswain HAYNES.	Coxswain KYLE.	Coxswains MOORE and GILPIN.	Coxswain OWSTON.	Coxswain ROBERTS.	Coxswain; SMALLEY.	Coxswain STEPHEN- SON.
1. Fitness for launching from an open beach into a surf?	Good	In-different	Bad	Bad	Very good	Bad	Very good
2. Power for pulling to windward?	Good	Good	Good	Very good	Fair	Good	Very good
3. Behaviour passing through heavy breakers, and anchoring in them as though to veer down to a wreck?	—	Good	Good	Moderate	In-different	Good	Very good
4. Behaviour running in a heavy sea with the wind abeam?	—	Good	Good	Moderate	Very good	—	Very good
5. Behaviour running in a heavy sea with the wind on the quarter?	—	Very good	Good	Moderate	Very good	—	—
6. Behaviour running in a heavy sea with wind right aft?	—	—	Good	Moderate	Very good	—	Very good
7. Behaviour when being towed?	Fair	Fair	Fair	Good	Fair	Good	Very good
8. Fitness for landing in a surf on an open beach, hauling up and preparing for service again?	—	Bad	Bad	Bad	Fair	Bad	Very good
9. Capacity for carrying rescued people?	Fair	Very good	Very good	Good	Good	Good	Good

ABSTRACT OF REPORTS—*continued.*

TYPE OF BOAT—TUBULAR.

QUESTIONS.	ANSWERS.						
	Coxswain HAYNES.	Coxswain KYLE.	Coxswains MOORE and GILPIN.	Coxswain OWSTON.	Coxswain ROBERTS.	Coxswain SMALLEY.	Coxswain STEPHEN- SON.
1. Fitness for launching from an open beach into a surf?	Good	—	Good	Good	Very good	Very good	Very good
2. Power for pulling to windward?	Good	—	Good	Very good	Very good	Very good	Very good
3. Behaviour passing through heavy breakers, and anchoring in them as though to veer down to a wreck?	Good	—	Good	Good	Very good	Good	Very good
4. Behaviour running in a heavy sea with the wind abeam?	—	Fair	—	Moderate	Very good	—	Very good
5. Behaviour running in a heavy sea with the wind on the quarter?	Good	Fair	—	Moderate	Very good	—	Very good
6. Behaviour running in a heavy sea with wind right aft?	—	Fair	—	—	—	—	Very good
7. Behaviour when being towed?	Good	In- different	Good	Fair	Good	Good	Good
8. Fitness for landing in a surf on an open beach, hauling up and preparing for service again?	Good	—	Good	Bad	Very good	Good	Bad
9. Capacity for carrying rescued people?	Very good	Good	Very good	Good	Fair	Good	Good
10. Stability under oars, and power to resist the capsizing blow of a sea when afloat?	Good	—	Good	Good	Very good	Very good	Very good

ABSTRACT OF REPORTS (TUBULAR)—*continued.*

QUESTIONS.	ANSWERS.						
	Coxswain HAYNES.	Coxswain KYLE.	Coxswains MOORE and GILPIN.	Coxswain OWSTON.	Coxswain ROBERTS.	Coxswain SMALLEY.	Coxswain STEPHEN- SON.
11. Stability under canvas, and power to resist the capsizing blow of a sea when afloat?	—	—	Good	Moderate	Very good	Very good	—
12. Power to resist the capsizing force of a sea when aground?	Very good	Good	Good	Very good	Very good	Very good	—
13. Amount of protection against the crew and passengers being washed out of the boat when out on service?	—	—	Fair	Bad	Good	Good	—
14. Power for beating to windward?	—	In- different	—	—	—	Good	—

ABSTRACT.

Very good	...	...	...	...	...	...	...	...	26
Good	...	...	...	...	...	...	...	...	31
Fair	...	...	...	...	...	...	...	...	6
Moderate	...	...	...	...	...	...	...	...	3
Indifferent	...	...	...	...	...	...	...	...	2
Bad	...	...	...	...	...	...	...	...	3

SUMMARY OF THE SEVEN PRECEDING TABLES.

Type of Boat.	Very good.	Good.	Fair.	Moderate.	Indifferent.	Bad.
Self-righting "A"	53	20	—	—	2	—
Self-righting "C"	39	26	5	1	—	2
Self-righting "B"	32	16	3	—	—	1
Norfolk and Suffolk	29	35	8	3	—	1
Tubular	26	31	6	3	2	3
Cromer	25	35	1	6	—	3
Southport	21	31	8	4	2	12

ORDER OF MERIT.

ABSTRACT OF REPORTS (*General Efficiency as Life-boats*).*Explanation of Abbreviations.*

		Type of Boat.	
Cr.	Cromer.
N. & S.	Norfolk and Suffolk.
S.-r. A	Self-righting "A."
S.-r. B	Self-righting "B."
S.-r. C	Self-righting "C."
Spt.	Southport.
Tbr.	Tubular.
—	Not reported on.

QUESTIONS.	No.	ANSWERS.						
		Coxswain HAYNES.	Coxswain KYLE.	Coxswains MOORE and GILPIN.	Coxswain OWSTON.	Coxswain ROBERTS.	Coxswain SMALLLEY.	Coxswain STEPHENSON.
1. Fitness for launching from an open beach into a surf.	1	S.-r. B	N. & S.	N. & S.	S.-r. B	Tbr.	S.-r. A	N. & S.
	2	S.-r. C	Tbr.	S.-r. B	Tbr.	Cr.	Tbr.	S.-r. A
	3	Tbr.	S.-r. C	S.-r. A	N. & S.	N. & S.	S.-r. C	S.-r. C
	4	S.-r. A	S.-r. B	Tbr.	S.-r. C	S.-r. A	N. & S.	S.-r. B
	5	Spt.	Spt.	Cr.	S.-r. A	S.-r. B	S.-r. B	Tbr.
	6	Cr.	S.-r. A	Spt.	Cr.	S.-r. C	Cr.	Spt.
	7	N. & S.	Cr.	—	Spt.	Spt.	Spt.	Cr.
2. Power for pulling to windward.	1	S.-r. C	S.-r. A	N. & S.	Spt.	Tbr.	N. & S.	S.-r. C
	2	S.-r. A	S.-r. B	S.-r. A	Tbr.	Cr.	S.-r. A	S.-r. B
	3	S.-r. B	S.-r. C	S.-r. B	N. & S.	N. & S.	S.-r. B	N. & S.
	4	Tbr.	N. & S.	Tbr.	S.-r. B	S.-r. A	S.-r. C	S.-r. A
	5	Cr.	Spt.	Cr.	S.-r. C	S.-r. B	Tbr.	Cr.
	6	N. & S.	Tbr.	Spt.	S.-r. A	S.-r. C	Spt.	Tbr.
	7	Spt.	Cr.	—	Cr.	Spt.	Cr.	Spt.
3. Behaviour passing through heavy breakers and anchoring in them as though to veer down to a wreck.	1	S.-r. C	S.-r. A	S.-r. A	S.-r. A	Tbr.	S.-r. A	S.-r. A
	2	—	S.-r. C	Spt.	S.-r. B	Cr.	S.-r. C	Tbr.
	3	—	S.-r. B	Tbr.	Tbr.	N. & S.	Cr.	S.-r. B
	4	—	Spt.	—	Cr.	S.-r. A	Spt.	Cr.
	5	—	Cr.	—	S.-r. C	S.-r. B	Tbr.	S.-r. C
	6	—	Tbr.	—	Spt.	S.-r. C	N. & S.	Spt.
	7	—	N. & S.	—	N. & S.	Spt.	—	N. & S.
4. Behaviour running in a heavy sea with the wind abeam.	1	Tbr.	Cr.	S.-r. B	S.-r. A	Tbr.	Cr.	Spt.
	2	S.-r. A	S.-r. A	S.-r. A	S.-r. C	Cr.	—	Tbr.
	3	S.-r. C	S.-r. B	Spt.	S.-r. B	S.-r. A	—	S.-r. A
	4	Spt.	Spt.	Tbr.	Spt.	S.-r. B	—	S.-r. C
	5	—	S.-r. C	Cr.	Tbr.	S.-r. C	—	S.-r. B
	6	—	N. & S.	—	Cr.	Spt.	—	N. & S.
	7	—	Tbr.	—	—	—	—	—
5. Behaviour running in a heavy sea with the wind on the quarter.	1	Tbr.	Spt.	S.-r. B	S.-r. A	Tbr.	N. & S.	Spt.
	2	S.-r. A	—	Spt.	S.-r. B	Cr.	Cr.	S.-r. A
	3	S.-r. C	—	Tbr.	S.-r. C	N. & S.	—	S.-r. C
	4	N. & S.	—	Cr.	N. & S.	S.-r. A	—	S.-r. B
	5	Spt.	—	S.-r. C	Tbr.	S.-r. C	—	N. & S.
	6	—	—	S.-r. A	Spt.	Spt.	—	Tbr.
	7	—	—	—	—	—	—	—

ABSTRACT OF REPORTS (ORDER OF MERIT)—*continued.*

QUESTIONS.	No.	ANSWERS.						
		Coxswain HAYNES.	Coxswain KYLE.	Coxswains MOORE and GILPIN.	Coxswain OWSTON.	Coxswain ROBERTS.	Coxswain SMALLEY.	Coxswain STEPHEN- SON.
6. Behaviour running in a heavy sea with the wind right aft.	1	Tbr.	S.-r. A	S.-r. B	S.-r. A	Spt.	Cr.	Spt.
	2	S.-r. A	S.-r. C	S.-r. O	S.-r. C	N. & S.	Tbr.	S.-r. A
	3	S.-r. B	Spt.	S.-r. A	S.-r. B	S.-r. A	—	N. & S.
	4	S.-r. C	Tbr.	Spt.	N. & S.	S.-r. B	—	S.-r. C
	5	N. & S.	—	Tbr.	N. & S.	S.-r. O	—	S.-r. B
	6	Spt.	—	Cr.	—	—	—	Tbr.
	7	—	—	—	—	—	—	—
7. Behaviour when being towed.	1	S.-r. A	S.-r. A	S.-r. A	S.-r. A	S.-r. A	S.-r. A	S.-r. A
	2	S.-r. B	S.-r. B	Cr.	Cr.	Cr.	S.-r. B	S.-r. B
	3	S.-r. C	Cr.	S.-r. B	S.-r. B	N. & S.	S.-r. C	S.-r. C
	4	Tbr.	S.-r. C	S.-r. C	Tbr.	S.-r. B	Cr.	Spt.
	5	Cr.	Spt.	Tbr.	N. & S.	S.-r. C	N. & S.	Cr.
	6	Spt.	N. & S.	N. & S.	Spt.	Tbr.	Tbr.	N. & S.
	7	N. & S.	Tbr.	Spt.	S.-r. C	Spt.	Spt.	Tbr.
8. Fitness for landing in a surf on an open beach, hauling up and preparing for service again.	1	Tbr.	S.-r. B	S.-r. A	N. & S.	Tbr.	S.-r. A	S.-r. A
	2	S.-r. A	N. & S.	S.-r. B	S.-r. B	Cr.	S.-r. B	S.-r. B
	3	S.-r. B	Cr.	Tbr.	S.-r. C	S.-r. B	N. & S.	S.-r. C
	4	S.-r. C	S.-r. C	Cr.	S.-r. A	N. & S.	Cr.	N. & S.
	5	Cr.	Spt.	Spt.	Cr.	S.-r. A	Tbr.	Spt.
	6	N. & S.	—	—	Spt.	S.-r. C	Spt.	Tbr.
	7	Spt.	—	—	Tbr.	Spt.	—	—
9. Capacity for carrying rescued people.	1	S.-r. A	Spt.	S.-r. A	Spt.	S.-r. B	S.-r. A	S.-r. A
	2	S.-r. B	Cr.	S.-r. B	Cr.	S.-r. A	S.-r. B	S.-r. B
	3	S.-r. C	S.-r. B	Spt.	S.-r. A	Spt.	Cr.	S.-r. C
	4	Tbr.	S.-r. A	N. & S.	N. & S.	Tbr.	N. & S.	Cr.
	5	Spt.	Tbr.	Cr.	Cr.	S.-r. C	S.-r. C	Spt.
	6	Cr.	N. & S.	Tbr.	S.-r. B	N. & S.	Spt.	N. & S.
	7	N. & S.	S.-r. C	S.-r. C	S.-r. C	Cr.	Tbr.	Tbr.
10. Stability under oars and power to resist the capsizing blow of a sea when afloat.	1	S.-r. B	Spt.	N. & S.	Tbr.	Tbr.	N. & S.	S.-r. A
	2	S.-r. C	N. & S.	S.-r. A	Spt.	Cr.	Cr.	S.-r. B
	3	Tbr.	S.-r. A	S.-r. B	S.-r. A	N. & S.	S.-r. B	S.-r. C
	4	Cr.	S.-r. B	Spt.	S.-r. B	Spt.	Tbr.	N. & S.
	5	N. & S.	S.-r. C	Tbr.	S.-r. C	S.-r. A	S.-r. A	Spt.
	6	Spt.	Cr.	Cr.	Cr.	S.-r. B	Spt.	Tbr.
	7	—	—	—	N. & S.	S.-r. C	S.-r. C	—
11. Stability under canvas and power to resist the capsizing blow of the sea when afloat.	1	S.-r. C	Spt.	N. & S.	S.-r. C	Tbr.	N. & S.	S.-r. A
	2	Tbr.	S.-r. B	S.-r. B	—	Spt.	Cr.	S.-r. C
	3	N. & S.	Cr.	Spt.	—	S.-r. B	Tbr.	S.-r. B
	4	S.-r. A	—	S.-r. A	—	S.-r. C	S.-r. A	Spt.
	5	Cr.	—	—	—	—	—	N. & S.
	6	Spt.	—	—	—	—	—	Tbr.
	7	S.-r. B	—	—	—	—	—	Cr.
12. Power to resist the capsizing force of a sea when aground.	1	S.-r. B	Cr.	N. & S.	S.-r. A	Tbr.	N. & S.	S.-r. B
	2	S.-r. C	S.-r. A	S.-r. C	S.-r. B	Cr.	S.-r. B.	S.-r. C
	3	Spt.	S.-r. B	S.-r. B	N. & S.	S.-r. A	Tbr.	S.-r. A
	4	Tbr.	S.-r. C	Spt.	S.-r. C	S.-r. B	S.-r. A	Spt.
	5	Cr.	Spt.	Tbr.	Spt.	S.-r. C	Spt.	N. & S.
	6	N. & S.	N. & S.	Cr.	Tbr.	Spt.	Cr.	T r.
	7	S.-r. A	—	S.-r. A	—	N. & S.	—	—

ABSTRACT OF REPORTS (ORDER OF MERIT)—*continued.*

QUESTIONS.	No.	ANSWERS.						
		Coxswain HAYNES.	Coxswain KYLE.	Coxswains MOORE and GILPIN.	Coxswain OWSTON.	Coxswain ROBERTS.	Coxswain SMALLEY.	Coxswain STEPHENSON.
13. Amount of protection against the crew and passengers being washed out of the boat when out on service.	1	S.-r. C	S.-r. A	N. & S.	S.-r. A	Tbr.	S.-r. A	S.-r. A
	2	S.-r. A	S.-r. B	S.-r. A	S.-r. B	S.-r. A	S.-r. B	S.-r. C
	3	S.-r. B	Cr.	S.-r. B	S.-r. C	S.-r. B	S.-r. C	S.-r. B
	4	Tbr.	S.-r. C	Cr.	Cr.	S.-r. C	Cr.	N. & S.
	5	Cr.	Spt.	S.-r. C	Spt.	Cr.	Tbr.	Spt.
	6	N. & S.	Tbr.	Tbr.	Tbr.	N. & S.	N. & S.	Tbr.
	7	Spt.	N. & S.	Spt.	N. & S.	—	Spt.	—
14. Power for beating to windward.	1	Spt.	Spt.	Spt.	Spt.	Spt.	Spt.	Spt.
	2	S.-r. A	S.-r. A	S.-r. A	S.-r. A	S.-r. A	S.-r. A	S.-r. B
	3	S.-r. B	S.-r. B	S.-r. B	S.-r. B	S.-r. B	S.-r. B	S.-r. A
	4	S.-r. C	S.-r. C	N. & S.	S.-r. C	S.-r. C	N. & S.	S.-r. C
	5	N. & S.	N. & S.	Cr.	N. & S.	N. & S.	S.-r. C	Tbr.
	6	Cr.	Cr.	S.-r. C	Cr.	Cr.	Tbr.	N. & S.
	7	Tbr.	Tbr.	Tbr.	Tbr.	Tbr.	Cr.	—

SUMMARY (ORDER OF MERIT).

Type of Boat.	1st Place.	2nd Place.	3rd Place.	4th Place.	5th Place.	6th Place.	7th Place.
Self-righting "A"	31	24	11	12	4	3	2
Southport	17	4	6	12	20	19	15
Tubular	15	8	8	12	14	18	11
Norfolk and Suffolk	14	3	13	15	11	16	10
Self-righting "B"	11	26	29	10	6	2	1
" "C"	6	13	19	18	16	6	6
Cromer	4	16	6	11	15	15	8

A NOTEWORTHY JUBILEE.

FIFTY years ago, *i.e.* on the 20th of October, 1842, there was laid to rest in her early grave, amid the stormy surroundings of her short life, one of the greatest heroines the world has ever known. After this lapse of time the story of Grace Darling's noble exploit is worth recalling. From the narrative of the only cabin-passenger who survived, published in the *Spectator* of the following week, we learn that the steamer *Forfarshire*, bound from Hull to Dundee, met with a violent storm off St. Abb's Head on September 5th, and becoming unmanageable on account of leaking boilers, drifted into the Farne Islands, where she struck in the small hours of the morning. The passengers in bed, when warned of breakers close under the lee of the vessel, rushed on deck, and an awful scene of terror ensued, "the shrieks of the females on deck mingled with the roaring of the ocean, and the screams of the wild fowl disturbed from their resting place." The steamer parted three minutes after striking, the stern-half being instantly washed away down the terrible current of the Piper's Gut, carrying twenty-five passengers with it. The fore-part remained wedged in the rocks. Eight of the crew with the one cabin-passenger escaped in a boat almost miraculously, for they unwittingly took the one outlet through the breakers, but the captain, sticking to the ship, was washed overboard and drowned with his wife in his arms. At daybreak, the lighthouse-keeper on the Longstone descried nine survivors clinging to the rocks in the boiling sea. He opined that a rescue was impossible, especially as he was the only man then at the lighthouse. But his daughter thought otherwise. In an account of the inquest, the *Spectator* says:—"Nine of the persons saved owe their lives to the humanity and intrepidity of Grace Darling, a fine young woman of twenty-two, daughter of the keeper of the Northumberland Lighthouse. Her father would not venture out till she urged him to make the effort and offered to take an oar herself. They then put off, and, at extreme risk, succeeded in rescuing nine persons from the

wreck." The famous boat, one of the high-bowed "cobles" in use in those parts, still exists, and was recently on view at the Fisheries Exhibition in London.

Yet Grace Darling was of no athletic mould. William Howitt, who interviewed her a few years later, speaks of her as "not tall or handsome, her figure not striking." She was carried off by consumption in her twenty-sixth year. But sympathy gave her strength, and she must have been a skilful oarswoman, as it was entirely owing to her exertions that the coble was kept afloat while William Darling rescued those nine people.

It is nice to read in Howitt's "Visits to Remarkable Places," how little Grace's head was turned by her fame. Attentions and rewards were showered upon her. The Duke of Northumberland gave her at Alnwick a gold watch, the Royal National Life-Boat (then Shipwreck) Institution voted her and her father its silver medal, the Humane Society sent her a vote of thanks, its president a silver teapot. Seven hundred pounds were subscribed for her, and boat-loads of curious sightseers crowded the lighthouse tower. Her exploit was ridiculously dramatised in London, and she was offered 20*l.* a night to appear in the play merely sitting in a boat. Yet Howitt found her a "little, simple, innocent young woman—a perfect Jeanie Deans—with the most gentle, amiable, quiet look, the sweetest smile—a thoroughly good creature—shunning public notice, even troubled at the visits of the curious"—sitting at her sewing with neatly-braided hair and plain print dress, wearing the Duke's watch and surrounded by masses of presents, chiefly books. She refused many offers of marriage, including one from the artist who came to take her portrait, because they were not quite the right thing. But the bridegroom who claimed her was Death. She was buried in Bambergh Churchyard, and a memorial shrine was erected there within sight of the lonely lighthouse where she lived and died.

The following lines by "Corona Civica" appeared in the *Spectator* just after her death:—

Grace Darling's deed! I heard the tale from
 one
 Whose manly voice while telling it sank low,
 Sufferingly to a reverential tone,
 Such as nought draws from him but worth
 or woe,
 And generosity that breaks the blow.

Type of the British heart! which still shall
 turn

With saddened pride and brotherly emotion
 Towards her whose name, though ne'er it grace
 an urn,
 Shall off be heard through sighs of wind and
 ocean,

Where 'twill avail again, as erst, to save.
 For there was in thy virtue more than Roman,
 Artlessly brave, self-sacrificing woman!
 That which shall gain her life even from thine
 early grave!

From *Hearth and Home*.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

GOURDON, SCOTLAND.—On the 5th Nov. last the new Life-boat recently provided for this station was publicly inaugurated with due pomp and ceremony. The village was gaily decorated for the occasion, streamers of flags floating along the harbour and principal streets; flags were also displayed from the Life-boat House, the Rocket Apparatus House, and a number of private houses, and all the boats in the harbour had their flags flying mast-high. The procession was marshalled at the harbour. Mr. GEORGE, chief constable, kindly placed his services at the disposal of the Committee as mounted marshal, and, thanks to his tact and experience and the assistance of a staff of his men, the long procession was got into order with commendable promptitude. The following was the order of procession:—

Bervie School Children.
 Two Members of Victoria Lodge of Good
 Templars, with flags.
 Juvenile Good Templars.
 Victoria Lodge of Good Templars.
 Montrose House of Refuge Band.
 Bakers.
 Lorry occupied by Four Fisher Lasses Baiting
 Lines.
 Lorry with Boatbuilders.
 Montrose Volunteer Band.
 Bervie Artillery Volunteers, under Major
 Urquhart and Lieutenant Peter.
 Oddfellows.
 Bervie Procession—Sergeant-Major Wallace,
 Marshal.
 Members of General Public.
 Brake with Bervie Magistrates and Town
 Council.
 LIFE-BOAT.
 Rocket Apparatus and Life Brigade, under Mr.
 Wattie, Officer in Charge at Johnshaven.
 Lorry with Joiners at Work.
 Lorry with Coopers making Barrels.

When all had been got into line a start was made for Bervie in the above order. On reaching that place the boat was drawn up alongside a temporary platform, from which the presentation was to be made. By this time the weather, which had at first been rainy, had improved and was everything that could be desired. An immense concourse of people assembled all along the quays, and the platform was crowded by a large and fashionable assembly.

The presentation was made by Mr. NICHOLSON, of Glenbervie, in the name of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, and as representative of Mr. SCOTT, the President of the Local Branch of that Institution, who was absent through indisposition.

Provost GIBB, of Bervie, who was received with applause, said that on behalf of the Local Committee it was his duty to take over that magnificent new boat—a present, he might say, more particularly to the fishermen of Gourdon—a boat fitted up with all the safety appliances that the ingenuity of man could devise. He was sure that the fishermen of Gourdon—a hardy race of men—would be always equal and able for every emergency that they might have to encounter.

Rev. J. BROWN having offered up an impressive prayer, Miss FARQUHAR, of Hallgreen, performed the naming ceremony in a most graceful manner, naming the boat the *Theophilus Sydney Eschalaz*, amid loud applause. It was then lowered down on its carriage, which was pulled out beneath it when it reached the water in the old harbour. There was a S.E. gale

blowing, and the sea was breaking over the breakwater opposite the entrance to the harbour. The sun was shining with great brilliancy, and the spectacle from the platform was grand. The boat was pulled out to sea about half-a-mile, and behaved admirably, both with the oars and under sail, its movements being watched with intense interest by the crowds on the shore. It was afterwards rowed back and taken into the boathouse.

DUNGENESS, KENT.—THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has sent one of the largest self-righting Life-boats to Dungeness, where it is to be kept moored afloat in readiness to supplement the services of the other Life-boat on that important station in the event of shipwrecks occurring in the vicinity. The new boat is 44 feet long, 11 feet wide, and rows 12 oars double-banked, in addition to which it is provided with masts and sails, as it will do most of its work under canvas. It is fitted with three water-ballast tanks and two sliding or drop keels. The expense of the new Life-boat for this important station and equipment has been defrayed by Mrs. THOMAS SIMCOX, of Edgbaston, in memory of her late husband, and in accordance with her wishes the boat bears his name.

BRANCASTER, NORFOLK.—The Life-boat placed here some years since has been replaced by a new 34 feet, ten-oared boat, the gift of Mrs. JOSEPHINE H. SILKENSTADT, of Didsbury, in memory of her late brother, after whom it is named the *Alfred S. Genth*. On the 11th January last the first launch of the boat at its station took place, and was made the occasion of some ceremony. Mr. LOUIS F. GENTH, of Welchpool, attended on behalf of his sister, the donor, and publicly presented the Life-boat to the Institution. The local hon. secretary, the Rev. E. K. KERSLAKE, then addressed the crew on the nature of their calling, giving them

some salutary religious advice; after which the Rev. H. E. BULWER read part of the service suitable for the occasion from the *Prayer Book*. All then betook themselves to the boat, midway between the boat-house and the sea, to witness the naming by Miss GRACE MAGDALEN KERSLAKE. The six horses then dragged the carriage with its burden down the sandy beach to the water's edge, and the boat presently glided gracefully into the sea, amidst loud cheers. On board were two or three besides the crew, under the direction of the District Inspector of Life-boats, Mr. CUNNINGHAME GRAHAM, who was content with trying her with sails and oars at a short distance from the coast for about an hour, capsizing being dispensed with on account of the cold. The boat was cheered on return, and, with two additional horses attached, was safely housed by about 1 o'clock. The crew said they liked the boat very much.

ABERSOCH and Pwllheli, CARNARVONSHIRE; Atherfield and Brighstone Grange, ISLE OF WIGHT; BOULMER, NORTHUMBERLAND; CAHORE and Drogheda, IRELAND; and NEWQUAY, CORNWALL.—The Life-boats at these stations have recently been replaced by new ones of the latest type; that sent to Pwllheli was a 38 feet 12-oared boat; that for Cahore is 35 feet long, 8 feet wide, and rows 10 oars double-banked; all the rest are 34 feet 10-oared boats. The donors and names given to the boats are as follows:—Abersoch, Oldham Life-boat Fund, the *Oldham*; Pwllheli, executors of the late Mrs. PLATT, of Stalybridge, the *Margaret Platt, of Stalybridge*; Atherfield, Mrs. SWIFT's legacy, the *Catherine Swift*; Brighstone Grange, Miss A. E. JARMAN's legacy, the *Joe Jarman*; Boulmer, Miss M. FIELDER's legacy, the *Melisent*; Cahore, Mr. JOSEPH LEATHER, of Liverpool, the *Willie and Arthur*; Drogheda, Mr. C. R. WHITTON's legacy, the *Charles Whitton*; Newquay, Dr. JAMES ROGERS' legacy, the *Willie Rogers*.

UNITED STATES LIFE-SAVING SERVICE.

WE have received the Annual Report of the operations of the United States Life-Saving Service for the year ended the 30th June, 1890, issued from the Government Printing Office at Washington in 1892, the Service being a branch of the United States Treasury in accordance with an Act of Congress approved June 18, 1878.

We find from the Report in question that at the close of the above-mentioned year there were 233 life-saving stations, 176 being on the Atlantic coast, 46 on the lakes, 10 on the Pacific, and 1 at the Falls of the Ohio, Louisville, Kentucky. This total gives, therefore, an increase of 8 stations as compared with the previous year; viz., 4 on the Atlantic coast, 3 on the Pacific, and 1 on the lakes.

During the year there had been 384 disasters to vessels coming within the field of station operations, this number being 6 more than in the previous twelve months. There were 3,197 persons on board these vessels, of whom 38 were lost. The number of vessels totally lost was 76, being an increase of 13 as compared with the previous year. In addition there were, during the year reported on, 145 disasters to smaller craft, such as sail-boats, row-boats, &c., which had 299 persons on board, only 10 of whom were lost. The total number of persons succoured at the stations was 788.

Besides the lives saved from vessels, the life-saving crews were instrumental in rescuing 27 persons who had fallen from wharves, &c., and would, had it not been for the prompt aid given, have probably perished.

In pursuance of the Act of 1878, a careful investigation was held in the thirteen cases where life was lost, resulting in proving that the attending circumstances were not attributable to any diminution of the watchfulness and

energy that have been notable qualities in the conduct of the men employed at the stations.

The fact that there had been a larger number of lives lost, in proportion to the number of persons on board the vessels involved, than there had been for many years past, was largely due to the unusually violent and destructive gales which visited the Atlantic coast during the months of October and November, when several destructive wrecks occurred.

Happily, there had been a further increase as compared with the records of previous years in the amount of assistance rendered in saving vessels and property.

We regret to notice the death of Captain J. H. MERRYMAN, of the United States Revenue Marine, who was for many years the Chief Inspector of the Life-Saving Service, and who died on the 23rd February, 1890, at the age of sixty-two. His colleagues deplore their loss, feeling that they owe much to his varied experience and peculiar administrative abilities in the reorganization and improvement of the system.

The death is also recorded with sorrow of Captain R. B. FORBES, of Boston, U.S., who for some years acted as President of one of the Boards for the examination of life-saving devices, and who, on behalf of the Humane Society of Massachusetts, was an old and valued correspondent of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Another telephone line has been constructed for the benefit of the Service, connecting all the stations on the dangerous stretch of coast on Cape Cod, Massachusetts, between Race Point (near Provincetown) and Monomoy. The gradual extension of the system, and its intimate connection with the telegraph, has proved of incalculable benefit both to the Service and to shipping.

THE CHINESE LIFE-BOAT SERVICE.

It would appear from a Yellow Book published in March last by order of the Inspector-General of Customs at Pekin that no Life-boats or life-saving stations are established along the coast of China excepting those in the district of Canton, but that on the Yangtze there is maintained an effective riverside service of Life-boats, extending from above Chungking to Kiangyin at the mouth of the river, summarised as follows :

District.	No. of Stations.	No. of Boats.
Chungking	30 (?)	50 (?)
Tchang	37	44
Hankow	5	18
Kinkiang	3	14
Wuhu	17	34
Chinkiang	20	48
Shanghai	—	4

The life-saving service along the entire length of the Yangtze is maintained by funds provided by various benevolent societies, but in the Eastern Szechwan on the Upper Yangtze, the Government has also established Life-boats and stations.

In the district of Tchang the Life-boats, which in China are of the junk type, are of two sizes 44 ft. 7 in. in length by 9 ft. 6 in. beam and 35 ft. 3 in. by 6 ft. The larger boats have a crew of six men, viz., a steersman, a mate and four ordinary sailors, the smaller boats having

a sailor less. All the men receive an annual payment, but nothing beyond rice money is allowed them for the fourth and tenth months of the year when casualties are rare. These are called "empty months." The Life-boats are not allowed to save property, but must confine their attention to saving life. The crews of the Life-boats are allowed a specified sum for each life saved, as well as for recovering corpses, burying unclaimed bodies, providing wooden coffins and for placing a stone or mark over the grave of a recovered corpse. Similar regulations obtain in most of the other districts. In the Chinkiang district each of the Life-boats (which are built of pine) is supplied with half-a-dozen suits of cotton clothing to afford an immediate change for every person rescued from the water, with several dozens of straw shoes, both male and female patterns, and with the necessary foot bandages for Chinese ladies, quilts, bedding and straw hats. Special instructions are given that no saved person is to be "dried near a fire," but is to be at once provided with a draught of hot ginger broth followed by congee in repeated small doses. Although the Life-boat stations are not provided with an opium smoking apparatus, a rescued opium smoker must not be allowed to die for want of a pipe. In such cases therefore an effective anti-opium preparation is to be administered as a restorative.

SERVICES OF THE LIFE-BOATS OF THE ROYAL NATIONAL
LIFE-BOAT INSTITUTION.

CULLERCOATS.—On the 11th January, 1893, twenty-five cibles went out fishing, but as a strong N.E. gale sprung up accompanied by a rough sea they were compelled to return to port. Seventeen of them arrived safely in the harbour, but by the time the others came up the sea was so high that it was unsafe for them to enter. The Life-boat *Co-operator* No. 1 was launched at noon and accom-

panied seven of the boats into safety. The eighth cible encountered such a dangerous sea that it became necessary to take her crew of four men into the Life-boat and tow their boat into the harbour.

WHITBY.—At about 3 P.M. on the 11th January the wind blew a moderate gale from the E.N.E. with a heavy sea, and four fishing-cibles which had gone out in

the morning were seen returning. As the wind and sea were increasing the foremost boat made for Robin Hood's Bay, where she was safely beached. The second coble succeeded in entering the harbour with the assistance of ropes from the pier-heads, after being struck by a heavy sea on the bar and partly filling with water. As the other two boats—the *William* and the *Rosa Marion*—were in considerable danger, the Whitby No. 1 Life-boat *Robert and Mary Ellis* was launched, took off their crews, consisting of six men, and enabled the cobbles to be got safely ashore.

RAMSGATE AND BROADSTAIRS.—Signal guns having been fired by the Gull and North Sand Head light-vessels on the 14th January, the Life-boats *Bradford*, of Ramsgate, and *Christopher Waud*, *Bradford*, of Broadstairs, left their stations at 7.45 P.M. and proceeded to the N.E. part of the Goodwin Sands, where the schooner *Sarah Elizabeth*, of Chester, was found stranded and sunk. A moderate gale was blowing from the E.N.E., there was a heavy sea, and the weather was very cold, with snow squalls. On arriving near the sands the Ramsgate Life-boat was slipped from the harbour steam-tug *Aid*, which had towed her out, proceeded in the direction in which flares from the vessel were seen, and rescued four of the shipwrecked crew, the remaining man taking refuge on board the Broadstairs Life-boat, which had come up on the other side of the ship. The Ramsgate boat then rejoined the steamer and was towed back to Ramsgate, the Broadstairs boat returning to her station under sail.

LOWESTOFT.—Flares having been seen in a southerly direction the crew of the Life-boat *Samuel Plimsoll* were summoned on the 15th January; the boat was launched at 12.10 A.M., and found the dandy *Mystery*, of Harwich, having on board a crew of four men, lying abreast of the Pakefield Gat lighthouse, having parted from her anchor and unshipped her rudder. Ten of the Life-boat men went on board, signals were made for a steam-tug, which eventually arrived, with difficulty got communication with the vessel, and

towed her into the harbour, the Life-boat being bridled to the barge so as to steer her.

HARWICH.—Rockets were fired by the Cork and Sunk light-vessels on the morning of the 17th January while snow was falling and the wind was blowing in squalls from the S. accompanied by a moderate sea. The Life-boat *Springwell* was launched at 7.30., made for the Cork light-ship, and on her way there was picked up by the steam-tug *Merrimac*, which kindly took her in tow. On arriving at the Cork light-vessel it was found that their signals had been made in response to those of the Sunk, and on proceeding there it was ascertained that they were answering the Longsand light-ship. The Life-boat was then towed to the last-named vessel and found that she had a shipwrecked crew of eighteen men on board, their ship, the s.s. *Helsingör*, of Elsinore, having stranded and sunk. The men were taken into the Life-boat, which was towed back to Harwich, arriving there at about 2.30 P.M.

CAISTER, NORFOLK.—The No. 2 Life-boat *Beauchamp* was called out on service on the morning of the 23rd January and was launched at 4.20, signals of distress having been shown on the north part of the Barber Sands. On arriving there the fishing dandy *Energy*, of Grimsby, was found on the top of the sand with heavy seas breaking all round her. The crew had taken to their boat, but were unable to get clear of the sand owing to the shallowness of the water, and were calling for help. With considerable difficulty the men, seven in number, were got on board the Life-boat and safely landed. The vessel became a total wreck.

On the following morning a schooner was seen stranded close to the spot where the *Energy* had sunk. The Life-boat *Beauchamp* was launched at 5 o'clock and on reaching the vessel—which proved to be the schooner *Cymbeline*, of London—the master requested the boat to remain by him until high water. When the tide rose the vessel floated, and no further help being needed the Life-boat returned to her station.

SUMMARY OF THE
MEETINGS OF THE COMMITTEE.

THURSDAY, 12th January, 1893.

Sir EDWARD BIRKBECK, Bart., M.P., V.P., in
the Chair.

Read and confirmed the Minutes of the previous meeting.

Read and confirmed the Minutes of the Finance and Correspondence, Building and Wreck and Reward Sub-Committees, and ordered their recommendations to be carried into effect.

Read the reports of the Inspectors of Life-boats on their recent visits to the following stations:—

Chief Inspector—Alnmouth.

Deputy Chief Inspector—Porthleven.

Northern District—Alnmouth, Girvan and Eyemouth.

Eastern District—Yarmouth, Palling (two boats), Winterton (two boats), Caister (two boats), Lowestoft, Pakefield (two boats), Gorleston (three boats), Kessingland (three boats), Dunwich and Southwold (two boats), and Dungeness.

Western District—Bude, Watchet, Burnham and Weston-super-Mare.

Irish District—Culdaff, Bull Bay, Cemaes, Cemlyn, Moelfre, Llanddwyn, Beaumaris, Penmon and Llandudno.

Reported the receipt of 1,116*l.* from the CIVIL SERVICE LIFE-BOAT FUND, per CHARLES DIBDIN, Esq., the Honorary Secretary. This sum comprised 1,000*l.* to complete the endowment of the Kingstown new Life-boat, the *Civil Service No. 7*; and 116*l.* to cover certain expenses incurred by the Institution during the past year in connection with rewards to the crews of the Civil Service Life-boats. The total sum thus contributed to the Institution by gentlemen in Her Majesty's Civil Service has been 15,759*l.*

Decided that the best thanks of the Institution be conveyed to the contributors—and especially to Mr. DIBDIN—for the very valuable assistance which they continue to render to the Life-boat cause.

Also the receipt of the following other special contributions:—

	£	s.	d.
"A. G."	500	—	—
"E. P., In memoriam"	100	—	—
A Friend of Mr. C. W. BARWELL, Hon. Sec. Birmingham Branch	100	—	—
Balance of the Liquidation of the Universal Marine Insurance Co., per Messrs. DOXAT & RICARDO, through Col. FITZROY CLAYTON, <i>Deputy Chairman</i>	75	—	—
"G. E., A Thank Offering"	50	—	—
Lady MACKINNON	50	—	—
Executors of the late Mrs. R. E. WILLIAMS	50	—	—
Licensed Victualler Life-boat Fund, per A. L. ANNETT, Esq. (ad- ditional)	50	—	—
"A. G. K."	25	—	—
"S. E. K."	25	—	—

	£	s.	d.
WORSHIPFUL COMPANY OF SALTERS (additional)	21	—	—
"J. P." (annual subscription)	15	—	—
Contents of Contribution Box at Billingsgate, per R. W. MAY, Esq.	12	6	11
Proceeds of Memorial Recital at St. James's Church, Paisley, per JAMES URE, Esq.	9	13	8
Proceeds of Sale of Work by Miss F. M. DURNFORD and her Four Sisters, Windsor	5	6	—

Life-boat Saturday Collections.

Bolton, per T. H. WINDER, Esq.	1,200	—	—
Dundee, per D. BRUCE, Esq.	847	13	7
Preston, per Rev. C. O. L. RILEY, M.A.	233	—	—
Montrose, per J. B. ALEXANDER, Esq.	200	—	—

Life-boat Sunday Collections.

Sunninghill Parish Church, per Rev. J. SNOWDEN, M.A.	13	15	10
Ramsgate, St. George's Church, per OWEN F. DANIEL, Esq.	10	5	8
Elvetham Parish Church, per Rev. W. GILL	8	7	—
Saul Church, per Rev. R. HALL, M.A.	4	4	6
Bursledon, per Rev. LORAINÉ ESTRIDGE, M.A.	4	4	—
Woodstock, St. Mary's	4	12	11
" St. Martin Bladon	—	15	1
" St. Andrew's Mission Chapel	—	3	6
Peckham, Linden Grove Sunday School, per Mr. E. H. HUTCHIN- SON	2	7	—
Aberford, per Rev. A. L. BARNES- LAWRENCE, M.A.	1	5	—

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
BUTCHER, SAMUEL, Esq., Newtown, Sheffield	890	8	—
SWAINE, R. H., Esq., Southsea	200	—	—
THOMAS, Mrs. M. A., Notting Hill	180	—	—
SAUL, JAMES, Esq., Tottenham (additional)	85	—	—
ADDISON, Miss MARY, Staines	50	—	—
BRYANT, Mrs. E. J., Pembroke	30	—	—
HAWTHORNE, Miss M. A., Uttoxeter	20	—	—
TREMLETT, Miss A. H., Plymouth	17	19	—

Resolved that a letter of condolence be addressed to the widow of Lieut. HELBY, R.N., who had for many years served on the Committee of the Dublin Branch and been Honorary Secretary of the Poolbeg Life-boat Station.

That the thanks of the Committee be conveyed to J. LOWTHIAN BELL, Esq., and Dr. A. G. MACGREGOR in recognition of their valuable services while holding the office respectively of Honorary Secretary of the Newbiggin and Huna Branches of the Institution.

That Mr. CHARLES E. F. CUNNINGHAME GRAHAM, late Lieut. R.N., late Inspector of the Eastern District, be appointed Organising Inspector.

That Commander T. HOLMES, R.N., District Inspector, be transferred from the Irish to the Eastern District, and that Mr. EUSTACE W. C. STRACEY, late Lieut. R.N., be appointed a District Inspector of Life-boats and have the Irish District allotted to him.

Reported the transmission to their stations of the new Life-boats for Atherfield and Dungeness No. 2, also that the alterations and improvements of the Courtmacsherry and North Sunderland Life-boats had been completed and the boats returned to the coast, and that new transporting carriages had been provided for the Port Isaac and Yarmouth Life-boats.

Paid 6,340*l.* for sundry charges on various Life-boat Establishments.

Voted 213*l.* 16*s.* to pay the expenses of the Penmon, Cardigan, Fishguard No. 1, Gorleston No. 1, Fraserburgh, Lynmouth, Arklow, Newbiggin, Padstow, Newhaven and Teignmouth Life-boats in rendering the following services:—

	Lives saved.
Schooner <i>James and Mary</i> , of Dublin	8
Schooner <i>Duke</i> , of Wicklow	3
Ketch <i>Alice</i> , of Milford	2
S.S. <i>Lloyds</i> , of London. Landed crew	4
Ketch <i>Daybreak</i> , of Peterhead	4
Schooner <i>Fairy</i> , of Sunderland. Landed crew	4
Brigantine <i>Chocolate Girl</i> . Took off pilot from vessel	3
Schooner <i>Spray</i> , of Dublin	3
S.S. <i>Verdandi</i> , of Gothenburg	15
Ketch <i>May Queen</i> , of Plymouth. Moored vessel and brought ashore	3
Fishing-lugger <i>Harriet and Robert</i> , of Newhaven. Saved vessel and	2
Brigantine <i>Visitor</i> , of Teignmouth. Rendered assistance	2

The Penmon, Winterton No. 2, Great Yarmouth, Seaham and Ramsgate Life-boats also rendered the following services:—Schooner *Raven*, of Bangor, assisted to save vessel and crew, 3; s.s. *Boldon*, of Newcastle, assisted to save vessel and 17; dandy *Renown*, of Great Yarmouth, assisted to save vessel and 1; s.s. *Emma Sauber*, of Hamburg, rendered assistance; and schooner *Francis*, of Fowey, took off crew from light ship and assisted to save their stranded vessel.

(Details of these services were given in the last Annual Report.)

Voted 1,011*l.* 3*s.* 9*d.* to pay the expenses of the Walton-on-the-Naze, Aldeburgh, Thorpeiness, Harwich, Winterton No. 2, Shoreham, New Brighton No. 2, Penmon, Palling No. 2, Eastbourne, Newhaven, Scarborough, Dunwich, Flamborough No. 2, Clacton, Caister No. 1, Gorleston No. 1, Huna, Great Yarmouth, Wexford No. 1, Carnsore, Holy Island No. 1, Beaumaris, North Deal, Broadstairs, Kingsdowne, Southwold No. 1, Wells and Salcombe Life-boats in assembling their crews or putting off to the assistance of vessels which did not ultimately need their services.

The Ramsgate Life-boat was also called out on service, but was not eventually required.

The Institution's Silver Second Service Clasp was awarded to Mr. ROBERT ROBERTS, Coxswain

of the Penmon Life-boat, in recognition of his skilful management of the Life-boat on the occasion of the rescue of eight persons from the schooner *James and Mary*, of Dublin, under circumstances of considerable danger, on the 9th December. The Silver Second Service Clasp was also voted to W. M. PRESTON, Esq., Honorary Secretary, who went out in the Life-boat and assisted in effecting the rescue.

Also the Silver Medal of the Institution to Mr. WALTER PESTELL, Coxswain of the Palling Life-boat, in acknowledgment of his long and good services in saving life from shipwreck. He had held the post for 22 years, during which time the boats had been out 93 times on service and saved 398 lives.

Also that a grant of 125*l.*, with the sympathy of the Committee, be made to the widow and son of PATRICK HAMMOND, who, on the 23rd December, when the Kingstown No. 2 Life-boat was returning from a night surprise exercise, becoming apparently frightened by the boat missing stays and striking on the rocks near the pierhead, jumped overboard, and having no life-belt on was unfortunately drowned, notwithstanding the efforts made to save him.

Also 150*l.* in aid of the local fund raised for the relief of the widow and children of JOHN DOWNES, a member of the crew of the Walton-on-the-Naze Life-boat, who died from the effects of an injury received while assisting to launch the boat on service on the 10th December.

Also the sum of 5*l.* to JOHN JONES, one of the crew of the Cardigan Life-boat, who was injured on service in the boat on the 9th December.

Also 10*l.* to RICHARD COWELL, in consideration of injuries said to have been sustained by him while employed in the Life-boat service at Ballycotton, co. Cork.

Also 20*l.* to the widow and children of Mr. EDWARD MAIN, Coxswain of the Southsea Life-boat, who died suddenly from lung disease on the day after he had been out in the Life-boat for exercise.

Also 24*l.* to twenty-four men for putting off in three boats from Stroma, Caithness-shire, and saving the crew of five men from the schooner *Mary*, of Montrose, which had stranded at Stroma, in a moderate S. W. gale and a heavy sea, on the night of the 16th December.

Also 6*l.* to twelve men for saving the crew of three men from a pilot boat which had been capsized off Drogheda, co. Louth, in a strong W. breeze and squally weather, on the 15th December.

Also 2*l.* to two men for putting off twice in a boat and saving three men from a rowing boat which had been capsized off Kinghorn, Fifeshire, in a moderate gale and a heavy sea, on the 27th November.

THURSDAY, 9th February.

Colonel FITZROY CLAYTON in the Chair.

Read and confirmed the Minutes of the previous Meeting.

Also read those of the Finance and Correspondence, Building and Wreck and Reward Sub-Committees and ordered their recommendations to be carried into effect.

Read the reports of the District Inspectors of Life-boats on their recent visits to the following stations:—

Northern District—Middlesbrough, Saltburn, Redcar, Seaton Carew, Seabam, Whitburn and Hartlepool No. 3.

Eastern District—Brancaaster.

Western District—Aberdovey, Barmouth, Criccieth, Porthdinllaen, Llanaelhaiarn, Pwllheli, Abersoch and Aberystwith.

Irish District.—Douglas (two boats), Peel, Castletown, Port Erin and Ramsey.

Reported the receipt of the following special contributions since the last meeting:—

	£	s.	d.
"E. P."	500	-	-
F. LARKWORTHY, Esq., amount received from Executors of late Mrs. A. M. CATHRE	82	13	10
Miss JESSIE COOKE, per Executors of late Mrs. CATHRE	2	12	5
Cancer Hospital, per Executors of late Mrs. CATHRE	2	12	5
Merchant Seamen's Orphan Asylum, per Exors. of late Mrs. CATHRE.	2	12	5
C. CARR ASHLEY, Esq., towards maintenance of Lyme Regis Life-boat, <i>Susan Astley</i>	70	-	-
Lord CHARLES BRUDENELL BRUCE (additional)	52	10	-
"A Thank Offering from Rev. J. T. BUTLIN, B.A."	50	-	-
St. Michael's Paddington Life-boat Fund, towards maintenance of their Life-boat at Kessingland, per Rev. G. F. PRESCOTT, M.A..	19	3	6
Collected by the Hon. Lady BEAUCHAMP, towards maintenance of the Caister Life-boat <i>Beauchamp</i>	12	11	6
Worshipful Company of Armourers and Braziers (additional)	10	10	-
Proceeds of Life-boat Dance at Leeds, per ARTHUR SCRIVEN, Esq.	4	-	-

Life-boat Saturday Collection.

Stockport, per JAMES LEIGH, Esq., on account.	240	-	-
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Life-boat Sunday Collections.

Sudbourne and Orford, per Rev. E. M. SCOTT	5	15	3
Caister, per FREDERICK STUART, Esq.	-	10	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
CRISHOLM, Mrs. SELINA, Oldham	1,000	-	-
HODGES, Mrs. ELLEN, Shepherds Bush	630	-	-
ELPHINSTONE, Lady WILLIAM	509	4	11
KIDD, MARTIN, Esq., HOLMFIRTH	200	-	-
BEDELL, Miss MARY ANN, HULL	180	-	-
RICHMOND, WILLIAM, Esq., Warrstead	18	-	-

Read letter from W. H. WRENCH, Esq., H.B.M. Consul at Constantinople, dated the 2nd February, reporting the good work in Saving Life from Shipwreck recently performed by the men of the Asiatic Section of the Life-

Saving Service on the Coasts of the Black Sea, under the able leadership of Mr. MATTHEW SUMMERS.—To be thanked.

Produced the first Report of the Royal Commission "appointed to inquire what Light-houses and Light-vessels it is desirable to connect with the Telegraph system of the United Kingdom by Electrical communication.

Resolved that Mr. PENROSE FITZGERALD, M.P., a member of the Committee, be requested to ask in the House of Commons whether the recommendations of the Royal Commission will be carried out forthwith, which he at once kindly agreed to do.

Voted the thanks of the Institution to Captain G. A. GOLDWYER, in acknowledgment of the good services rendered by him to the Institution during the eleven years in which he held the office of honorary secretary of the Littlehaven Branch of the Institution; also to Captain HARRINGTON, R.N., for similar services rendered during a period of eight years in connection with the Bath and Wells Branch.

The Committee also specially recognised the services performed by Mr. CHARLES GREEN, who for a term of fifteen years held the post of Coxswain of the Tralee Bay Life-boat.

They likewise awarded the sum of 8l. to JOSEPH HINKS, Braunton Life-boat signalman, in consideration of injuries he sustained in the Life-boat service.

Reported that the Silloth Life-boat, having been altered and improved in London, had been returned to its station.

Paid 6,408l. for sundry charges on Life-boat Establishments.

Voted 224l. 10s. to pay the expenses of the Cullercoats, Whitby No. 1, Broadstairs, Harwich, Caister No. 2, Holyhead (steam Life-boat), Port Logan, Llanddwyyn and Silloth Life-boats, in rendering the following services:—

	Lives saved.
Cullercoats fishing boats. Rendered assistance and saved one boat.	4
Two fishing cobbles of Whitby. Saved boats, and	6
Schooner <i>Sarah Elizabeth</i> , of Chester.	1
S.S. <i>Helsingör</i> , of Elsinore. Lauded crew from light-vessel.	
Dandy <i>Energy</i> , of Grimsby.	7
Schooner <i>Cymbeline</i> , of London. Remained by vessel.	
Schooner <i>Sarah</i> , of Fowey	5
Schooner <i>Industry</i> , of Belfast. Remained by vessel.	
Smack <i>Daniel</i> , of Bangor. Remained by vessel.	
S.S. <i>Cabenda</i> , of London. Rendered assistance.	

The Lowestoft No. 1, Ramsgate, Holyhead (steam Life-boat), and Douglas, No. 1, Life-boats rendered the following services:—

Dandy *Mystery*, of Harwich, assisted to save vessel and 4; schooner *Sarah Elizabeth*, of Chester, 4 lives saved; schooner *Sarah*, of Fowey, assisted to save vessel, and schooner *Broughty Castle*, of Londonderry, saved vessel.

Voted also 555l. 2s. 6d. to pay the expenses of the Gorleston No. 1, Skerries, Douglas Nos.

1 and 2, Lowestoft No. 1, Robin Hood's Bay, Dartmouth, Port Patrick, North Deal, Pakefield No. 2, Harwich, Walmer, Kingsdowne, Dover, Clacton, Walton-on-the-Naze, Balcary, Culdaff, Winterton No. 2 and Valentia Life-boats in assembling their crews or putting off with the view of rendering assistance to vessels in distress.

The Ramsgate Life-boat had been taken out, but her services were not eventually needed.

Voted the Silver Medal of the Institution, and the sum of 2*l.* 5*s.* to Mr. WILLIAM ROBERT KELLAND, Trinity Pilot, and 2*l.* 5*s.* to another Pilot who accompanied him, for their gallant services in putting off in their cutter's boarding boat with a view of saving five men from a boat which had been seriously damaged by collision with the cutter on the night of the 14th of January. A pilot who was in the injured boat was taken into the cutter by means of a rope, but nothing could be seen of the other men.

Also 6*l.* to four men for putting off in a boat and saving one of two men from a small fishing boat, the *Concordia*, of Trimmingham, Norfolk, which had been capsized midway between Trimmingham and Mundesley in a strong N. breeze, and a very rough sea on the 11th of January.

Also 5*l.* 5*s.* to five Coastguardmen and two civilians for putting off in a boat belonging to the Leestone, co. Down, Coastguard Station, and saving a boat, containing two men, which was in danger off Leestone in a moderate gale on the 16th of January.

Also 3*l.* 10*s.* to seven men for saving the crew of eight men of the brig *Trio*, of Risør, Norway, which had struck on the Crow Rock and sunk in Dursey Sound, co. Cork, in a moderate S.E. gale and a rough sea on the 25th of December.

Also 1*l.* 5*s.* to five men for wading into the sea and saving the crew of a fishing boat which had been capsized in a surf at Sheringham, Norfolk, on the 11th of January.

Also the thanks of the Institution to Messrs. CHARLES S. COOKE, EDWARD BOWLER, and FRANK BOWLER, for their timely services to a boat with four persons on board which was in need of assistance in Douglas Bay, Isle of Man, on the 8th of September last. The three gentlemen were in a boat fishing, and observing that the occupants, two ladies and two gentlemen, of the rowing boat required help, proceeded towards them and took their boat in tow to the shore.

THURSDAY, 9th March.

Sir EDWARD BIRKBECK, Bart, M.P., V.P., in the Chair.

Read and confirmed the Minutes of the previous meeting.

Also read those of the Finance and Correspondence, Building and Wreck and Reward Sub-Committees and ordered their recommendations to be carried into effect.

Also the reports of the District Inspectors of Life-boats on their visits to the following Stations:—

Northern District—Montrose (2 boats).
Western District—Newquay (Cardigan), Teignmouth, Exmouth, Weymouth, St. Helier's (Jersey) and St. Peter's Port (Guernsey).

Irish District—Rhyll, Llanddulas, Rhoscelyn, Rhosnigir, Holyhead (3 boats), Port Rhuffydd, Balbriggan and Skerries.

Reported the receipt of the following special contributions:—

	£	s.	d.
Miss LEWIS	250	-	-
Mrs. CHURCH-DIXON	100	-	-
Worshipful Company of Leather-sellers (additional)	21	-	-
The <i>Dawn's</i> Crew, per W. A. LONG, Esq.	5	5	-

Life-boat Sunday Collections.

Adderley Church, Market Drayton, per Rev. R. A. CORBET, M.A.	3	7	-
Kilmarnock, Princes Street New Presbyterian Church Bible Class, per Mr. J. TERRANCE	2	-	-
Midhurst, per Rev. S. M. CAMPBELL	1	18	-
H.M.S. <i>Active</i> , per Rev. F. C. STEBBING, R.N., M.A.	1	11	-

—To be thanked.

Also the receipt of the following legacies:—

	£	s.	d.
SHUTE, W. R., Esq., Bristol	50	-	-
NEAVE, WILLIAM FURSE, Esq., Cheapside	20	-	-
AVERY, Mrs. E. H., Plymouth	5	-	-

Read letter from CHARLES GLYN PRIDEAUX-BRUNE, Esq., expressing his great regret that the condition of his health compelled him to resign his position as a member of the Committee of Management of the Institution, which he had occupied for twelve years.

Resolved—That a letter of thanks for his past services, and regret at the loss of the same, be sent to Mr. PRIDEAUX-BRUNE.

The Committee specially recognized the valuable services of the following gentlemen as Honorary Secretaries of various branches of the Institution for many years past:—R. L. ALPINE, Esq., Ardrossan; ALFRED BELK, Esq., and S. HERBERT BELK, Esq., Hartlepool; Rev. J. O'REILLY BLACKWOOD, Ballywalter; M. BRYAN, Esq., Bristol; HENRY COOPER, Esq., Ardmore; JOHN CRAIG, Esq., Ardrossan; W. J. CUMISKY, Esq., Balbriggan; Rev. J. FAIRBROTHER, Hauxley; F. HANIEL HARVEY, Esq., Hayle; R. HENDERSON, Esq., Dunbar; JOHN HUMPHERY, Esq., New Romney; Colonel MARSHALL, Rhoscelyn; BENJAMIN PRESTON, Esq., M.A., Lowestoft; E. P. ROSKRUGE, Esq., Porthoustock; Rev. R. E. TAYLOR, M.A., Cresswell; and T. WATERHOUSE, Esq., Totland.

Also the valuable co-operation received for many years past from NEWSON GARRETT, Esq., as Chairman of the Aldeburgh Branch.

Reported the transmission to its station of a new Life-boat for Tramore, County Waterford.

Also that the Cadgwith and New Romney Life-boats, having been altered and improved, had been returned to the coast, and that a new carriage had been provided for the Ramsey Life-boat.

Paid 5,416*l.* for various charges on different Life-boat Establishments.

Voted 140*l.* 5*s.* 6*d.* to pay the expenses of the Wexford No. 1, Newbiggin, Haaxley, Mablethorpe, Portrush, Cadgwith and Polpear Life-boats, in rendering the following services:—

	Lives saved.
Lugger <i>Young John</i> , of St. Ives. Rendered assistance.	
Newbiggin fishing-boats. Rendered assistance.	
Coble <i>Lyra</i> , of Newbiggin. Saved boat and	3
Brigantine <i>Lizzie Lee</i> , of Goole. Rendered assistance.	
S.S. <i>Valentia</i> , of Greenock	3
S.S. <i>Gustav Bitter</i> , of Newcastle-on-Tyne	12

The Groomsport Life-boat saved the schooner *Maria Farleigh*, of Fowey, and her crew of four men.

Voted also 202*l.* 5*s.* 9*d.*, to pay the expenses of the Hayle, Braunton, Port Logan, Appledore Nos. 1 and 2, Port Erroll, Aldeburgh and Whitby No. 1 Life-boats, in assembling their crews or putting off to assist vessels not eventually requiring help.

Also the Silver Medal of the Institution to Captain DAVID GRAHAM BALL, master of the s.s. *Gustav Bitter*, of Newcastle-on-Tyne, in recognition of his gallantry in saving one of the crew of his vessel, which stranded off the Lizard on the 4th March.

Also the Silver Medal to WILLIAM ROBINS, EDWIN ROBINS, GEORGE BISHOP and FREDERICK PERRING for putting off in a boat and gallantly saving the master and the owner of the *Dieu Protège*, of Lannion, who, on the 14th February, were endeavouring to enter Par Harbour in their boat in a very heavy sea and a gale from the W.S.W. The boat was capsized, and her two occupants swam to a buoy to which they clung until rescued, at great risk, by the four salvors.

Also the Silver Medal to WILLIAM HODDS and Mr. J. HAYLETT, jun., Coxswains of the Winterton and Caister Life-boats, in recognition of their gallant services for many years past in helping to save a large number of lives from different shipwrecks.

Also the thanks of the Institution, inscribed on Vellum, and 1*l.* 10*s.* to Mr. JAMES BARROW, chief boatman in charge of H.M. Coastguard at Mulroy, co. Donegal, and 1*l.* 10*s.* each to four Coastguardmen for putting off in the Station's life-whale-boat and saving the crew of three men from the ketch *Catherine Roberts*, of Chester, which stranded in Downing Bay in a

whole gale and a very heavy sea on the 10th February.

Also 5*l.* 5*s.* to seven men for saving the crew of four men from the pilot-boat *St. Patrick*, which had been capsized off Drogheda, co. Louth, in a moderate breeze and a heavy sea on the 20th February.

Also 1*l.* 15*s.* to seven men for putting off in a boat and rendering assistance to the crew of the steamer *Elizabeth*, at Holy Island, Northumberland, on the 27th January.

Also 15*s.* to three men who saved a man whose boat having been stove in by collision with a barge had sunk off Deal in a moderate gale and a rough sea, on the 2nd February.

Also 10*s.* to a man for saving another man who had fallen overboard from a boat belonging to the Norwegian barque *Lovehjerte*, at Exmouth, Devon, in a moderate S. W. gale and a rough sea, on the 19th February.

"LIFE-BOAT SATURDAY."

FULL many a tongue and full many a pen
Has told of the praise of the Life-boat men.
Their daring deeds are their country's boast,
From the Shetland Isles to the Cornish coast;
From treacherous quicksand and sunken rock,
From the Yarmouth Roads and the Kentish
Knock,
Their fame is blown by the four winds' breath,
And the whole world knows of their war with
death.

The surge is white, and the clouds are black,
And the waves swell high in the North wind's
track,
And women are weeping, and strong men quail
For fear of the wrath of the angry gale;
But they reck not, they, of the winds that
blow
As forth in the teeth of the storm they go,
And their craft floats light on the boiling wave,
For God has given them lives to save.

Oh, shame on a Christian country, then,
If it shuts its purse to its Life-boat men!
(Oh, shame that a single life were lost,
Because we have waited to count the cost!
For the cause of the Life-boat claims by right
The rich man's cheque and the widow's mite.
'Tis not a gift, but a debt to pay.
So, hurrah! for the Life-boat Saturday.

From *Judy*.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published 1st November, 1893.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

Vice-Patrons—
 HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.
 HER ROYAL HIGHNESS THE PRINCESS OF WALES.
 ADMIRAL H.R.H. THE DUKE OF EDINBURGH, K.G.
 CAPTAIN HIS ROYAL HIGHNESS THE DUKE OF YORK, R.N., K.G.

President—HIS GRACE THE DUKE OF NORTHUMBERLAND, K.G.

Chairman—SIR EDWARD BIRKBECK, BART., V.P.

Deputy-Chairman—Colonel FITZ-ROY CLAYTON, V.P.

Secretary—CHARLES DIBDIN, Esq., F.R.G.S.



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1892) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £77,174 on its 304 Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1892.

		£	s.	d.
Number of Lives rescued by Life-boats, in addition to				
33 Vessels saved by them	836	...	...	...
Number of Lives saved by Shore-boats, &c.	220	...	...	...
Amount of Rewards granted during the Year . . . . .	...	8,482	17	1
Honorary Rewards:—Silver Medals and Clasps	18	...	...	...
Binocular Glasses.	19	...	...	...
Aneroid Barometer	1	...	...	...
Votes of Thanks on Vellum	42	...	...	...
Certificate of Service	14	...	...	...
Total	94	1,056	£8,482	17 1

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards since its formation, is 37,257; for which services 98 Gold Medals and Clasps, 1,091 Silver Medals and Clasps, 216 Binocular Glasses, 15 Telescopes, 5 Aneroid Barometers, 1,394 Votes of Thanks inscribed on vellum and framed, 32 Certificates of Service framed and £130,223 have been given as rewards.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 304 life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and permanent annual income. The Annual Subscriptions, Donations, and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-boatmen, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COURTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st May, 1893.